

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY  
SECURITY INFORMATION  
CENTRAL INTELLIGENCE AGENCY REPORT NO.

25X1A

## INFORMATION REPORT

CD NO.

|                |                                  |                          |              |
|----------------|----------------------------------|--------------------------|--------------|
| COUNTRY        | East Germany                     | DATE DISTR.              | 6 March 1953 |
| SUBJECT        | Tabulation of Railroad Tank Cars | NO. OF PAGES             | 2            |
| PLACE ACQUIRED | 25X1C                            | NO. OF ENCLS.            |              |
| DATE OF INFO.  | 25X1A                            | SUPPLEMENT TO REPORT NO. |              |

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25X1X [REDACTED] the Central Railroad Tank Car Distribution Point, Berlin, the following numbers of railroad tank cars were available in East Germany from 1 through 31 December 1952:

| Date in December | Numbers of Cars Used |         | Total |
|------------------|----------------------|---------|-------|
|                  | Within               | Outside |       |
|                  | East Germany         |         |       |
| 1                | 2,272<br>(247)       | 563     | 2,835 |
| 2                | 2,300<br>(247)       | 537     | 2,837 |
| 3                | 2,088<br>(245)       | 535     | 2,623 |
| 4                | 2,154<br>(243)       | 517     | 2,671 |
| 5                | 2,108<br>(240)       | 535     | 2,643 |
| 6                | 2,271<br>(243)       | 548     | 2,819 |
| 7                | 2,288<br>(243)       | 510     | 2,798 |
| 8                | 2,292<br>(247)       | 504     | 2,796 |
| 9                | 2,169<br>(247)       | 560     | 2,729 |
| 10               | 2,203<br>(245)       | 533     | 2,736 |
| 11               | 2,062<br>(248)       | 598     | 2,660 |
| 12               | 2,105<br>(261)       | 463     | 2,568 |

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|                            |                |     |       |
|----------------------------|----------------|-----|-------|
| 13                         | 2,167<br>(253) | 509 | 2,676 |
| 14                         | 2,015<br>(259) | 613 | 2,628 |
| 15                         | 2,091<br>(263) | 638 | 2,729 |
| 16                         | 2,137<br>(260) | 568 | 2,755 |
| 17                         | 2,184<br>(258) | 517 | 2,701 |
| 18                         | 2,207<br>(258) | 428 | 2,635 |
| 19                         | 2,205<br>(250) | 250 | 2,455 |
| 20                         | 2,164<br>(267) | 567 | 2,731 |
| 21                         | 2,109<br>(187) | 563 | 2,672 |
| 22                         | 2,249<br>(179) | 497 | 2,746 |
| 23                         | 2,175<br>(197) | 543 | 2,723 |
| 24                         | 2,145<br>(210) | 579 | 2,724 |
| 25 through 28 not reported |                |     |       |
| 29                         | 2,050<br>(211) | 579 | 2,629 |
| 30                         | 2,170<br>(232) | 563 | 2,753 |
| 31                         | 2,193<br>(211) | 567 | 2,765 |

Date in  
January

|   |                |     |       |
|---|----------------|-----|-------|
| 1 |                |     |       |
| 2 | 2,307<br>(267) | 513 | 2,820 |
| 3 | 2,231<br>(248) | 497 | 2,728 |
| 5 | 2,221<br>(240) | 527 | 2,748 |
| 6 | 2,257<br>(243) | 563 | 2,820 |

Note. The figures in parentheses refer to the number of damaged cars.

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Comment.

November 1952, the number of damaged tank cars and the number of tank cars employed for transit traffic, mainly to Poland and the U.S.S.R., remained at about the same level.

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